

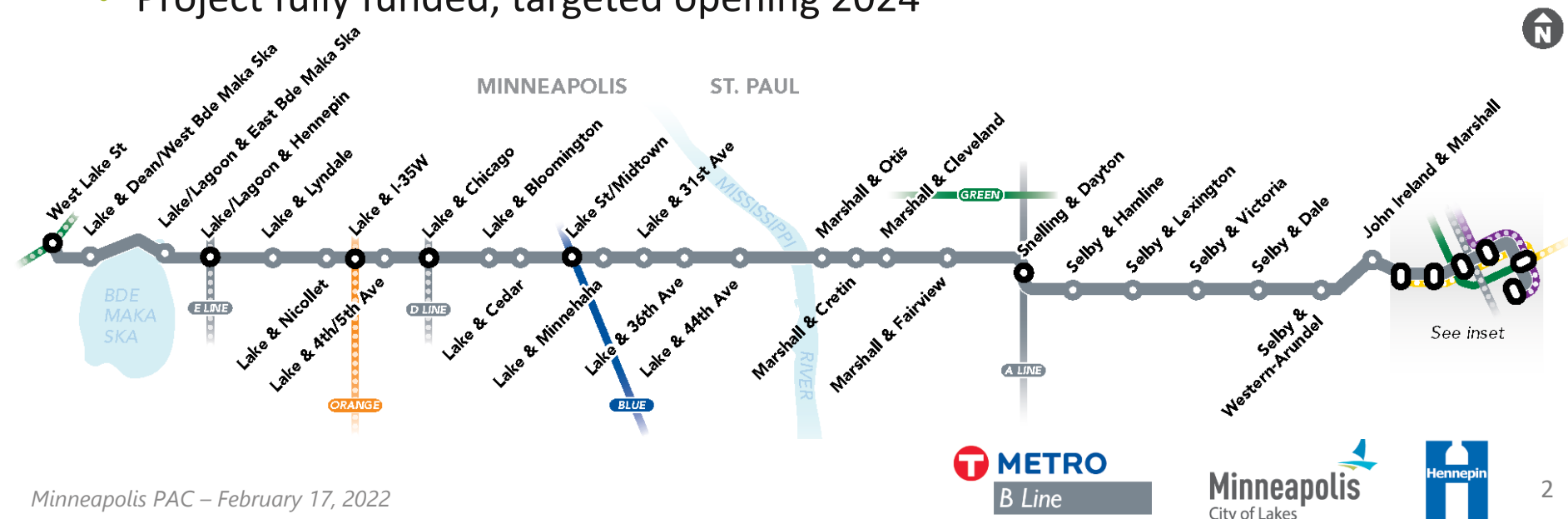
METRO B Line BRT & Lake Street improvements

Minneapolis PAC
February 17, 2022



B Line as catalyst to improve Lake Street for people

- 12.6 miles along Lake Street, Marshall Ave & Selby Ave
- Substantial replacement of Route 21, second-highest ridership route but slowest in-service speed
- Service planned every 10 minutes, appr. 20% faster than existing Route 21
- Local service & stops planned to remain between Hennepin & Minnehaha
- Route 21 ridership remains strong, even during pandemic
- Project fully funded, targeted opening 2024



How will METRO BRT provide a faster trip?

Limited stops, frequent service

Today, local bus service in the corridor provides frequent service, stopping about every other block for most of the route.

Local Bus



1/8 mile between stops

BRT would substantially replace local bus service to become the primary service in the corridor, with high frequency service all day, and on nights and weekends. Stations would be spaced every third to half mile on average.

BRT



1/3 to 1/2 mile between stations

Local bus may continue to run at a reduced frequency to serve existing bus stops. Concept service plans with specific details on spacing and service will be developed during the planning phase.

Pay before boarding for faster stops

For speedier boarding through all doors, BRT buses won't have fareboxes. Customers will purchase a ticket or tap a Go-To Card at the station, just like light rail. Metro Transit Police officers check fare payment.



Curb extensions for speed and space

Where BRT buses run in general traffic, stations will be built on curb bumpouts to avoid delay caused by merging back into general traffic.



Curb bumpouts provide space for station amenities and pedestrians

Transit advantages throughout the corridor

Transit advantages at key locations along BRT lines will help keep buses moving. Transit advantages could include:

Transit Signal Priority

To keep moving, BRT buses could "ask" traffic signals for early or extended green lights.

Queue Jump Lanes

BRT buses could use separate space at intersections to pull ahead of traffic stopped at a red light. Dedicated green lights could allow the bus to go first.

Bus Approach Lanes

BRT buses could also use a short dedicated lane as they approach busy intersections. As with queue jump lanes, dedicated green lights could allow the bus to go first.

Dedicated Bus-only Lanes

To avoid getting stuck behind traffic, BRT buses could travel in their own lane on the most congested portions of the route.

B Line project schedule

- Initial corridor recommendations and station planning: 2019 – 2020
- Corridor Plan
 - Release Draft Corridor Plan: February 2021
 - Recommended Corridor Plan: July 2021
 - Final Corridor Plan: October 2021
- Engineering: Fall 2021 – Late 2022
- Construction: 2023 – 2024



Lake Street corridor today

- Vibrant, retail corridor
- High pedestrian activity
- Cultural District – Blaisdell to Cedar avenues
- Assets in good condition – reconstructed in 2007-08
- ACP50 – Hennepin to Hiawatha avenues
- High Injury Street (Vision Zero)
- Civil unrest
- Minneapolis Green Zone – 35W to Hiawatha avenue



Potential improvements being considered

- More of a corridor-wide project
 - Multi-jurisdictional approach with a shared vision
 - Metro Transit, Hennepin County, Minneapolis, MnDOT
 - Increase **transit** speed and reliability, improve **safety** for all modes, and improve conditions for people walking and crossing Lake Street
- B Line project to incorporate County & City investments
 - Safety, ADA, and pavement needs
 - Combining projects provides additional benefits to the public



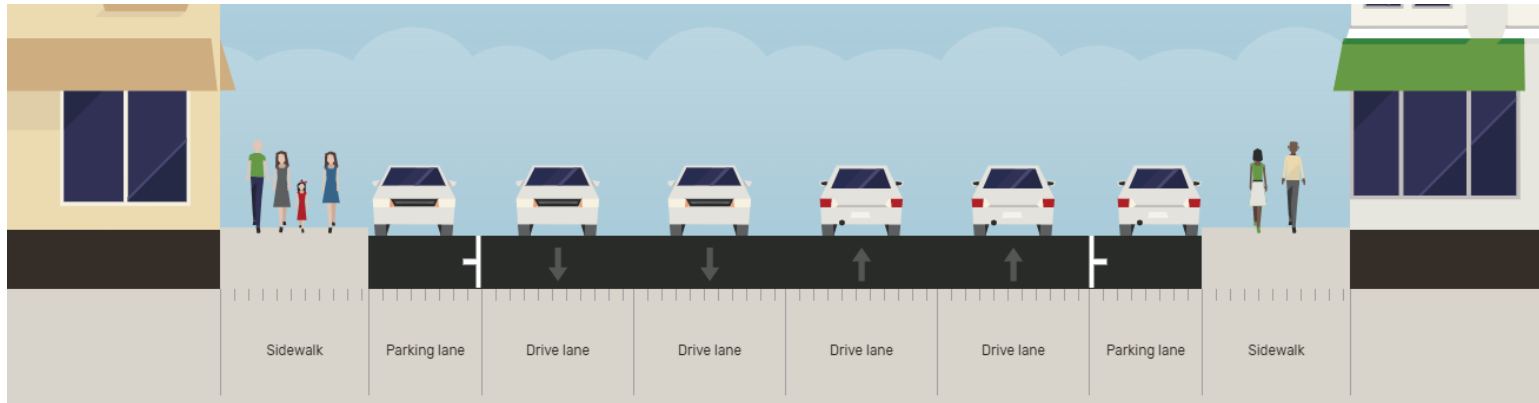
Multi-agency staff coordination

- Evaluated various lane configuration concepts
 - Adherence to adopted City & County plans and policies
 - Traffic and transit modeling, professional staff experience, trade-offs within constrained environment
- Potential changes addressing corridor-wide needs
 - Transit travel time reduction, crash & injury reductions, pavement preservation, and ADA accommodations
 - New pavement throughout the corridor
 - Restriping to enhance safety and bus operations
 - Bus lanes in certain areas

Concept cross-section being considered

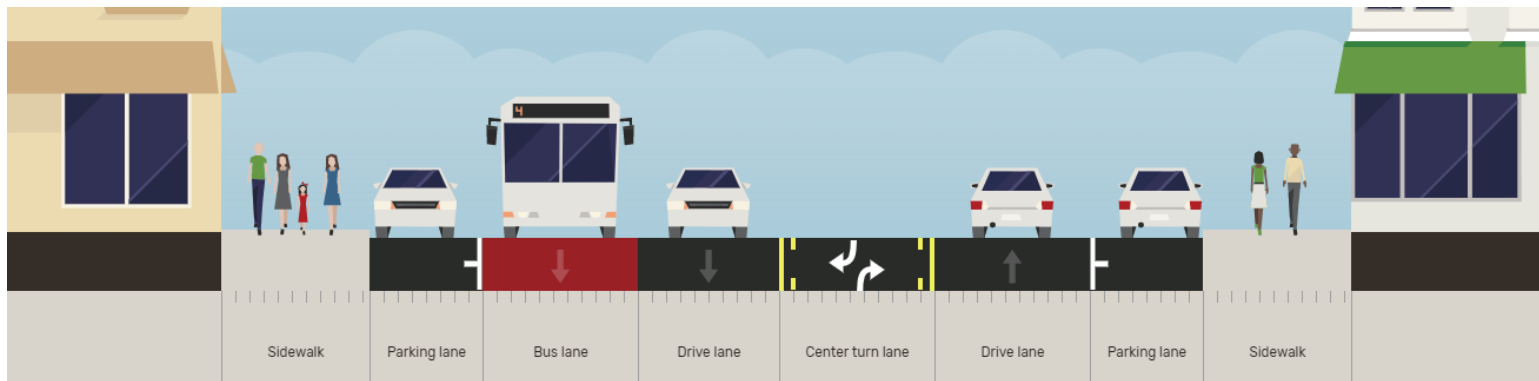
Existing

Four-lane undivided with parking



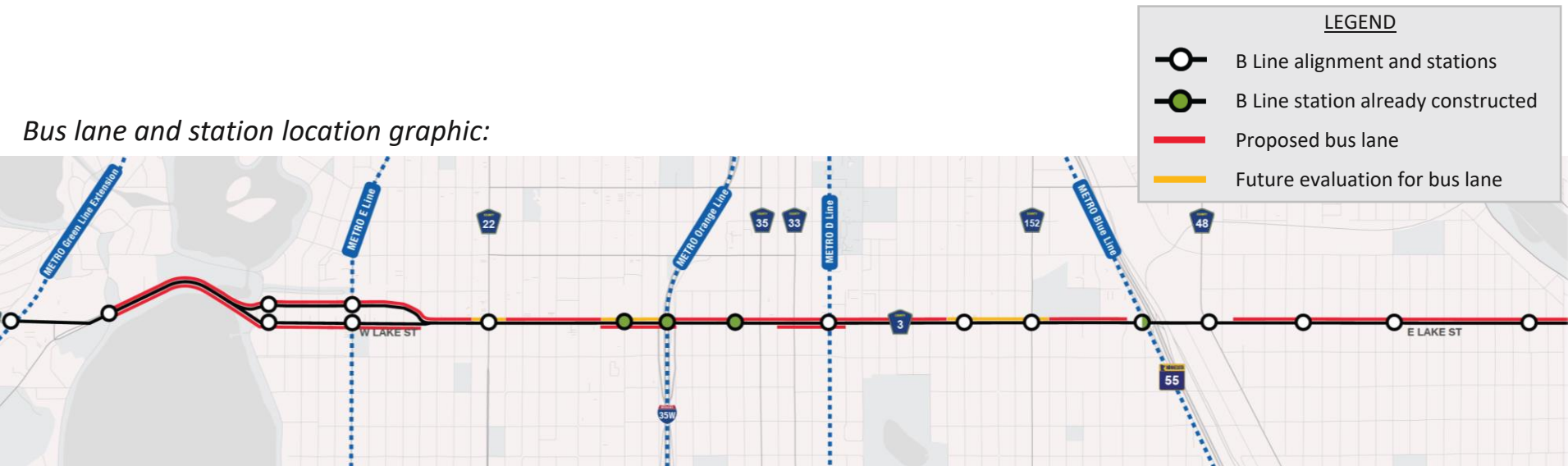
Proposed concept

Three-lane with bus lane and parking



Bus priority concept

Bus lane and station location graphic:



Corridor concept – 10% design level

Lake Street & Lagoon Avenue

Striping revisions concept – in coordination with METRO B Line

Preliminary - subject to change
(10% design level)

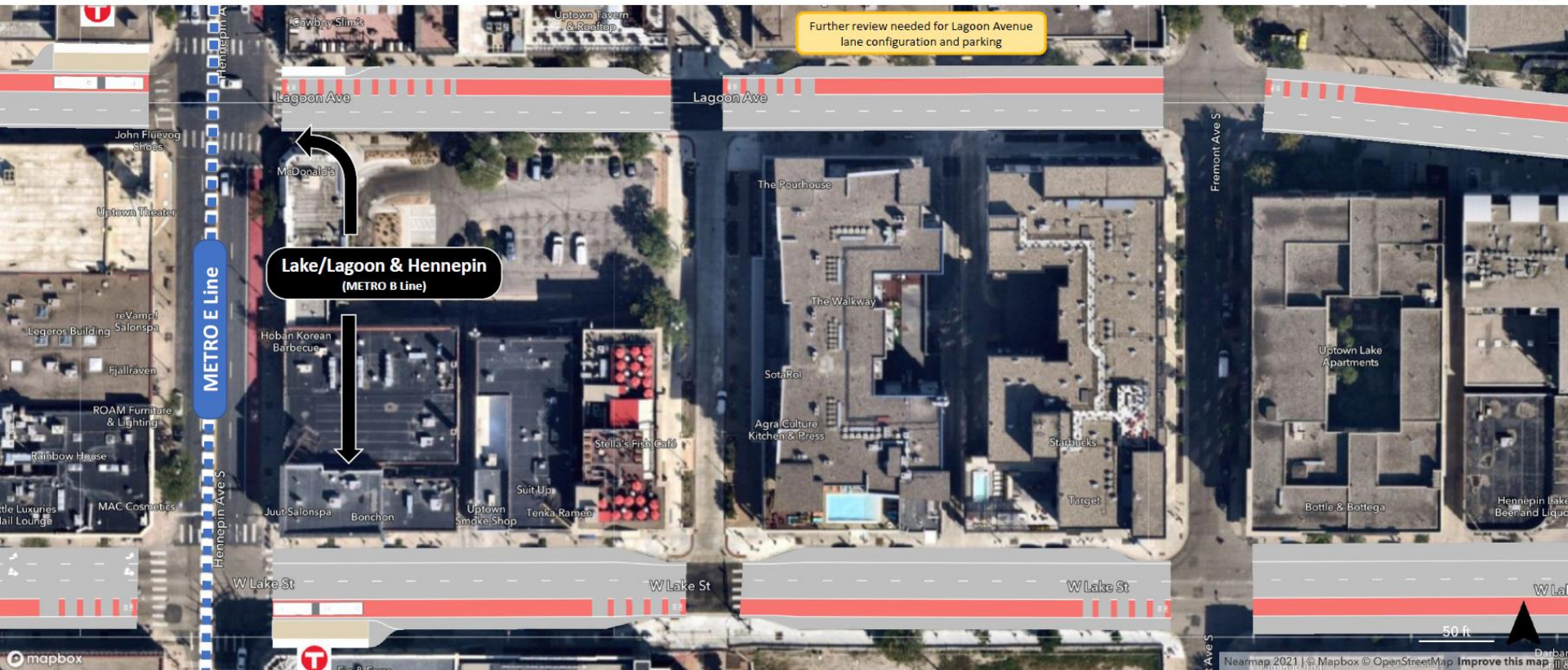


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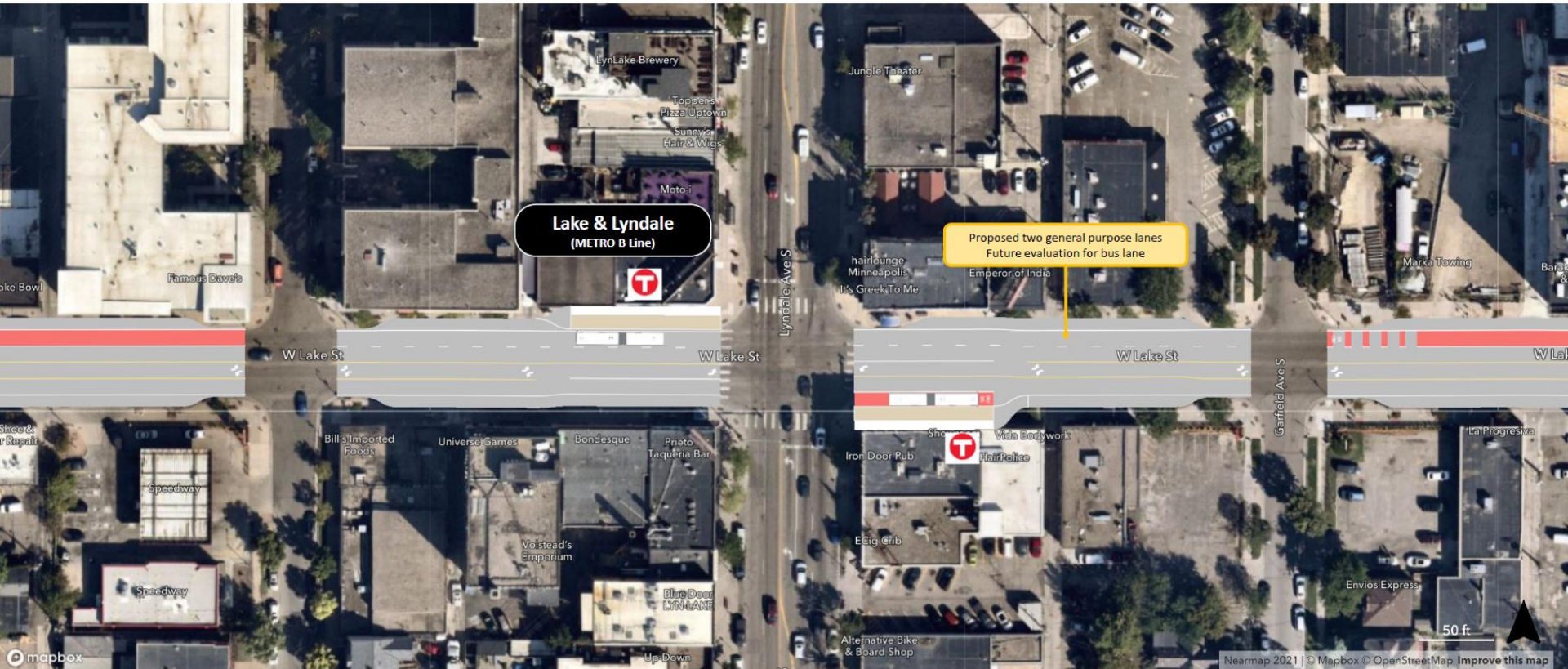


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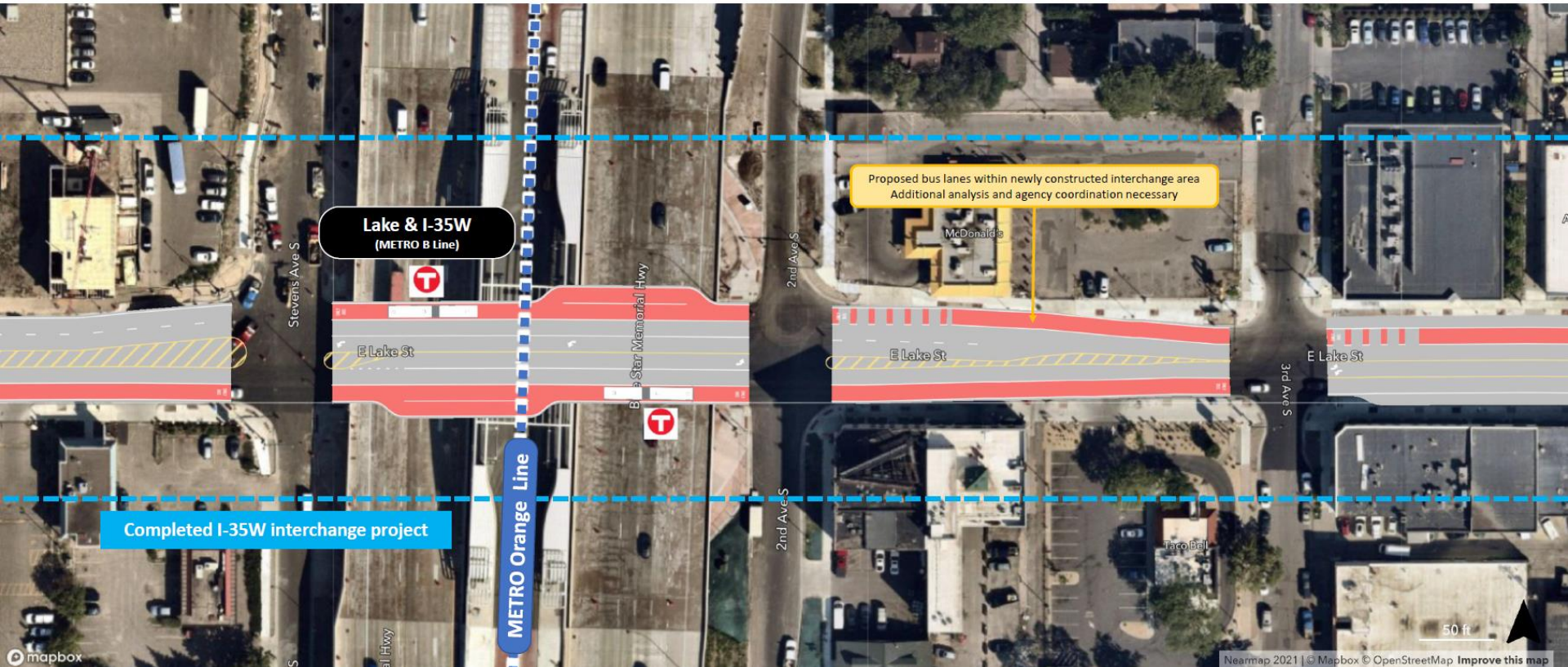


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Engagement & communication

- Incorporating previous engagement efforts
 - MT Corridor Plans, MPLS TAP, Vision Zero, Minneapolis 2040
- Kicking-off communication & engagement
 - Websites
 - www.metrotransit.org/b-line-project
 - www.hennepin.us/lake-street-improvements
 - Councilmember briefings
 - Agency committee meetings – PAC, BAC, PW+I, etc.
 - Business / stakeholder and neighborhood group communications
- PW+I Committee – March 31, 2022

Next steps

- Continue to communicate with businesses and stakeholders
- Execute agency agreements
- Align necessary funding
- Finalize plans, bid, award, and construct project

